

## Highest—Fastest—Farthest . . . . .

### (HELICOPTERS CLASS G—Continued)

Distance in a straight line (U.S.A.)	Altitude (U.S.A.)
Maj. F. T. Cashman and W. E. Zins. 22nd May, 1946.	Maj. E. M. Cassell. 10th Feb., 1947.
Sikorsky R-5A. 1,137.337 km	Sikorsky R-5A. 5,842 m
	Speed over 1,000 km (U.S.A.)
	Majs. D. H. Jensen and W. C. Dodds. 14th Nov., 1946.
	Sikorsky R-5A. 107.251 km/hr

### WOMEN'S RECORDS (Class C)

Distance in a straight line (U.S.S.R.)	Maximum speed at low level (U.S.A.)
V. Grisodubova and Cap. P. Ossipenko. 24/25th. Sept., 1938.	M. M. Hurlburt. 16th March, 1947.
Soukhoi "Rodina."	Chance-Vought Corsair.
5,908.610 km	543.362 km/hr
Altitude (France)	Speed over 100 km (U.S.A.)
M. Hilsz. 23rd June, 1936.	J. Cochran. 20th April, 1940.
Potez 506. 14,310 m	Republic AP-7. 476.896 km/hr
Speed over 1,000 km (U.S.A.)	Speed over 2,000 km (U.S.A.)
J. Cochran. 15th Sept., 1939.	J. Cochran. 6th April, 1940.
Seversky NX-1384. 492.341 km/hr	Republic AP-7. 533.847 km/hr

(Class C Flying Boats and Seaplanes omitted.)

### GLIDERS (Class D)

#### CATEGORY 1 (SINGLE-SEATERS)

Duration returning to take-off point (Germany)	Distance in a straight line (U.S.S.R.)
K. Schmidt. 3/4th August, 1933.	Mlle O. Klepkova. 6th July, 1939.
Grunau Baby. 36 hr 35 m	Rot Front 7. 749.203 km
Distance returning to take-off point (U.S.S.R.)	Distance, Goal Flight (U.S.S.R.)
B. Kinnelmann. 23rd July, 1939.	P. Savtsov. 31st July, 1939.
Rot Front 7. 342.370 km	Rot Front 7. 602.358 km
Height above take-off point (Germany)	
E. Ziller. 21st November, 1938.	
Kranich. 6,838 m	

#### CATEGORY 2 (MULTI-SEATERS)

Duration returning to take-off point (Germany)	Distance in a straight line (U.S.S.R.)
A. Bodecker and K. H. Zander. 9/11th Dec., 1938.	I. Kartachev and P. Savtsov. 17th July, 1938.
Kranich. 50 hr 26 m	Stakhanovetz. 342.370 km
Distance, Goal Flight (U.S.S.R.)	Height above take-off point (Spain)
I. Kartachev and A. Gorokhova. 1st June, 1939.	L. V. J. Gomes and J. J. J. Bembibre. 29th Sept., 1945.
Stakhanovetz. 395.730 km	Kranich E.C. 2-28. (Altitude 6,263 m.) 5,723 m

### PLACE-TO-PLACE RECORDS

#### CATEGORY 1 (SOLO)

London—Cape Town (G.B.)	Cape Town—London (G.B.)
A. Henshaw. 5/6 Feb., 1939.	A. Henshaw. 7/9th Feb., 1939.
Percival Mew Gull. 39 hr 25 m	Percival Mew Gull. 39 hr 36 m
244.876 km/hr	243.745 km/hr
Los Angeles—New York (U.S.A.)	Paris—Saigon (France)
Col. W. H. Council, U.S.A.A.F., 26th Jan., 1946.	Mlle M. Hilsz. 19th/23rd Dec., 1937.
Lockheed P-80. 4 hr 13 m 26 s	Caudron C-635. 92 hr 36 m
934.926 km/hr	109.316 km/hr
Paris—Hanoi (France)	La Havana—Washington (U.S.A.)
A. Japy. 15th/18th Nov., 1936.	Col. A. P. de Seversky. 17th Dec., 1937.
Caudron "Simoun."	Seversky P-35. 4 hr 50 m 50 s
50 hr 59 m 49 s. 180.208 km/hr	376.512 km/hr

#### CATEGORY 2 (WITH PASSENGERS)

London—Melbourne (G.B.)	London—Sydney (G.B.)
C. W. A. Scott and T. Campbell Black. 20th/23rd Oct., 1934.	F/O A. E. Clouston and V. Ricketts. 15th/19th March, 1938.
D.H. Comet. 71 hr 18 s	D.H. Comet. 80 hr 56 m
235.947 km/hr	209.712 km/hr
Sydney—London (G.B.)	London—Wellington (N.Z.) (G.B.)
F/O A. E. Clouston and V. Ricketts. 21st/26th March, 1938.	A. Cde. N. H. d'Aeth, S/L. J. S. Aldridge, F/L. D. D. Hurditch. 21st/24th August, 1946.
D.H. Comet. 130 hr 3 m	Avro Lancaster "Aries."
130.777 km/hr	59 hr 50 m. 313.270 km/hr

Sikorsky R-5A which holds all the Class G records.



### (CATEGORY 2 (WITH PASSENGERS)—Continued)

Wellington (N.Z.)—London (G.B.)	London—Cape Town (G.B.)
F/O A. E. Clouston and V. Ricketts. 20th/26th March, 1938.	S/L. H. B. Martin and S/L. E. B. Sismore. 30th April, 1st May, 1947.
D.H. Comet. 140 hr 12 m	D.H. Mosquito. 21 hr 31 m 30 s. 449.400 km/hr
134.306 km/hr	
Cape Town—London (G.B.)	London—Kavachi (G.B.)
F/O A. E. Clouston and Mrs. Kirby Green. 18th/20th Nov., 1937.	A. Cde. N. H. d'Aeth, S/L. J. S. Aldridge, F/L. D. D. Hurditch. 21st/22nd Aug., 1946.
D.H. Comet. 57 hr 23 m	19 hr 14 m. 330.15 km/hr
168.257 km/hr	
London—Darwin (G.B.)	Los Angeles—New York (U.S.A.)
A. Cde. N. H. d'Aeth, S/L. J. S. Aldridge, F/L. D. D. Hurditch. 21st/23rd Aug., 1946.	Col. C. S. Irvine and Lt. Col. C. F. Stanley. 11th Dec., 1945.
Avro Lancaster "Aries."	Boeing B-29. 3 hr. 27 min 19 sec
45 hr 35 min. 305.009 km/hr	724.826 km/hr
New York—Los Angeles (U.S.A.)	Paris—Tananarive (France)
Cpts. B. L. Grubaugh and J. L. England. 1st Aug., 1946.	Genin and Robert. 18th/21st Dec., 1935.
Boeing B-29. 7 hr 28 min 3 sec.	Caudron "Simoun."
528.828 km/hr	57 hr 35 min 21 sec.
	151.908 km/hr
Paris—Hanoi (France)	Tokyo—London (Japan)
Doret and Micheletti. 22nd/24th May, 1937.	M. Iinuma and K. Tsukakoshi. 6th/9th April, 1937.
Caudron "Simoun" 635.	Mitsubishi "Karigane."
57 hr 46 min 24 sec.	94 hr 17 min 56 sec.
159.071 km/hr	162.854 km/hr
New York—London (U.S.A.)	Rome—Rio de Janeiro (Italy)
H. T. Merrill and J. S. Lambe. 9th/10th May, 1937.	A. Biseo, A. Paradisi, and G. V. Sacconi. 24th/25th Jan., 1938.
Lockheed Electra. 20 hr 29 min	S-79 I-B. 41 hr 32 min.
272.345 km/hr	221.966 km/hr
Rome—Addis Ababa (Italy)	Berlin—New York (Germany)
M. Lualdi, G. Mazzotti and E. Valente. 6th/7th March, 1939.	A. Henke and R. Freiherr von Moreau. 10th/11th Aug., 1938.
11 hr 25 min. 390.971 km/hr	Fw 200 "Condor."
	24 hr 56 min 12 sec.
	255.499 km/hr
New York—Berlin (Germany)	Berlin—Hanoi (Germany)
A. Henke and R. Freiherr von Moreau. 13th/14th Aug., 1938.	A. Henke and R. Freiherr von Moreau. 28th/30th Nov., 1938.
Fw 200 "Condor."	Fw 200 "Condor."
19 hr 55 min 1 sec.	34 hr. 17 min 27 sec.
320.919 km/hr	243.011 km/hr
Berlin—Tokyo (Germany)	
A. Henke and R. Freiherr von Moreau. 28th/30th Nov., 1938.	
Fw 200 "Condor"	
46 hr 18 min 19 sec.	
192.308 km/hr	

### GAS TURBINES

SO great has been the demand for "Gas Turbines and Jet Propulsion for Aircraft," by G. Geoffrey Smith, M.B.E., that it has become necessary to have a third impression of the fourth edition, which has been out of print for several months. Copies are now available from booksellers or from Associated Iliffe Press, Dorset House, Stamford Street, London, S.E.1. The price is 12s 6d, or 13s post free.

### CIVIL AIR ATTACHE

GROUP CAPT. CHRISTOPHER CLARKSON has been appointed British Civil Air Attache in Washington. He takes over his new duties on February 1st. The choice is a very wise one, as G/C. Clarkson is well known and well liked in American aviation circles where, we feel sure, his appointment will be as welcome as it is on this side of the Atlantic. Our congratulations.